

SHIPS TEND TO OIL AND DIESEL ENGINE

Lloyd's Register Shows Rapid Growth in Popularity of Motor Drive.

The report of Lloyd's Register of Shipping for the year 1921-22. Just issued, shows clearly that the tendency of shipbuilding is toward the use of oil fuel and the Diesel engine. Vessels to the number of 209, representing 1,395,829 gross tons—or 55 per cent of the total tonnage of new vessels classed during the year under review—were fitted for burning fuel oil, while the number fitted with oil engines was fifty-nine, of 226,404 tons, twenty-one of which were ships of large size, totaling 166,476 gross tons.

Comparisons of tonnage figures for various periods show the rapidly increasing use of oil as fuel. The following table gives the gross tonnage of vessels either originally fitted to burn oil fuel or subsequently converted for that purpose. All vessels recorded in the register are included:

Table with 2 columns: Year, Gross Tons. Data for 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922.

These figures include vessels which are fitted with installations for burning oil in the furnaces of their boilers, but it does not necessarily follow that all such vessels are using oil. A number of such installations can be replaced readily by coal, and in many instances when oil is unobtainable, or when its price, compared with coal, is so great as to render its use unprofitable.

Growth of Motor Engine.

The development of internal combustion engines is shown in the following table:

Table with 2 columns: Year, Number, Gross Tons. Data for 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922.

Of the 1,620 motor vessels mentioned in the table for the current year, 341 are of 1,000 tons and larger. Of these 130 range from 1,000 to 2,000 tons, 98 are from 2,001 to 4,000 tons, 47 from 4,001 to 6,000 tons and 18 are of 6,000 tons and over. The largest is the tanker Zopott, 9,322 gross tons, flying the flag of Danzig. Of the types of Diesel engines fitted, the four-stroke cycle predominates in number and total horsepower, but the two-stroke cycle is well represented and some opposed piston engines also have been fitted. Some double-acting Diesel engines are under construction.

Diesel Type Gains Steadily.

How the Diesel engine is winning ground from the steam engine is shown in the following compilation of vessels classed by Lloyd's at stated periods:

Table with 2 columns: Reciprocating, Turbine, Motors. Data for 1918-1919, 1919-1920, 1920-1921, 1921-1922.

Subsided according to the use of fuel or as fuel, in 1918-1919, about half as many of the vessels classed were fitted for oil as for coal, whereas by the last year the situation had been reversed, and twice as many were fitted for oil as for coal. Of the vessel's total installed horsepower, the register shows 61,342,952 gross tons of shipping, 51,653,244 had steam reciprocating engines, 8,149,166 had steam turbines and 1,540,492 had Diesel engines. As to fuel, 45,438,327 tons used coal only and 16,045,925 were fitted for oil.

OCEAN FREIGHT RATES DEFINITELY CLIMBING

Shippers Finally Gain Partial Control of Export Mart.

The outstanding feature of the ship charter market during the week was a marked advance in rates, and analysis by THE NEW YORK HERALD last Monday gave a number of reasons for believing that the bottom in ocean freight rates had been passed, and this was borne out by the later action of the market.

500,000 SAILORS HELPED.

Seaman's Friend Society Reports on Work for Year.

The American Seaman's Friend Society, 76 Wall street, provided recreation for 500,000 sailors in various ports in the last year, according to the annual report made public yesterday.

The society is continuing its affiliated work at Gloucester, Newport News, Norfolk, Mobile, New Orleans, Galveston, Toronto, Genoa and Lehigh, Italy, and since the publication of this latest report the society's work at Rio de Janeiro has been reopened.

CLOSING OF MAILS.

Foreign mails will close promptly as indicated below at the General Post Office and City Hall Station. Ordinary parcels, samples, parcel post packages and registered articles close two hours earlier, except that registered articles have to be mailed between the hours of 8 AM and 12 PM. At the Foreign Station parcels close half an hour later than at the General Post Office and City Hall Station. Supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM.

TRANSATLANTIC MAILS.

MONDAY, NOVEMBER 13. Madeira (Italy, Greece, Turkey and Rumania) will close at the General Post Office and City Hall Station, where double postage is required. SUPPLEMENTARY MAIL (double postage required) closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM.

TUESDAY, NOVEMBER 14. Europe, Africa and West Asia via Cherbourg and Southampton. Ordinary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM.

WEDNESDAY, NOVEMBER 15. Europe, Africa and West Asia via Plymouth and Cherbourg. Ordinary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM.

THURSDAY, NOVEMBER 16. Europe, Africa and West Asia via Plymouth and Cherbourg. Ordinary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM.

FRIDAY, NOVEMBER 17. Europe, Africa and West Asia via Plymouth and Cherbourg. Ordinary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM. At the Foreign Station supplementary mail closes at 10 AM and 12 PM.

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ARRIVED.

Str France (Fr), Havre Nov 4 and Plymouth 25, to the Compagnie Generale Transatlantique, with 233 crew, 265 second, 230 third class passengers, mails and misc. Went to pier 27, North River.

Str Southwestern Miller (Br), London Oct 27, to the United States Navigation Co., with misc. Went to pier 41, North River.

Str Williams, Rotterdam Oct 27, to the United States Navigation Co., with misc. Went to pier 5, North River.

Str Hamburg, Hamburg Oct 26 and Plymouth 25, to the Hamburg Steamship Co., with 110 crew, 100 second, 100 third class passengers, mails and misc. Went to pier 38, Brooklyn.

Str Manhattan Island, Constantinople Sept 25, to the Manhattan Island Steamship Co., with 100 crew, 100 second, 100 third class passengers, mails and misc. Went to pier 19, North River.

Str Badary (Br), Liverpool Oct 25 and London 24, to the Liverpool Steamship Co., with 100 crew, 100 second, 100 third class passengers, mails and misc. Went to pier 19, North River.

Str Buenos Aires (Br), Buenos Aires Oct 23, to the Buenos Aires Steamship Co., with 100 crew, 100 second, 100 third class passengers, mails and misc. Went to pier 19, North River.

Str North Brazil and Equinox (other parts of Brazil), to the North Brazil and Equinox Steamship Co., with 100 crew, 100 second, 100 third class passengers, mails and misc. Went to pier 19, North River.

Str Europe, Africa and West Asia via Plymouth and Cherbourg, to the Plymouth and Cherbourg Steamship Co., with 100 crew, 100 second, 100 third class passengers, mails and misc. Went to pier 19, North River.

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Notice to Owners, Agents and Ship Masters.

The New York Herald publishes daily reports of the positions of merchant vessels received through coastal radio stations operated by the Radio Corporation of America and the Independent Wireless Telegraph Company, Inc. Vessels equipped with radio apparatus may, with-out charge, report their (TR) noon positions through the following stations:

Independent Wireless Telegraph Company, Inc., New York City (WCG); East Hampton, L. I. (WSE); East Moriches, L. I. (WSE); and New London, Conn. (WST). The United States Public Health Service will also give free medical advice through these stations.

Radio Corporation of America, Marion, Mass. (WCC); Cape Cod, Chatham, Mass. (WIM); Siasconco, Mass. (WSC); New York City (WNY); and Cape May, N. J. (WCY). In co-operation with the Seaman's Church Institute of New York and the United States Public Health Service the Radio Corporation of America furnishes free medical advice to ships at sea.

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